



The following documents are to be attached to this form:

- Under Keel Clearance Calculation Form
- Waypoint Form
- Restricted Waters Summary Form

General Information

Vessel name:	IMO #:	Voyage Number:	Date this plan initially prepared:
PINNACLE SPIRIT	9385192	PIN201401	23-Dec-14

Port From:		Port To:	
CAMPOS, FPSO OSX-3		ST EUSTATIUS	
Vessel's load condition	LOADED	Cargo of	Martelo Crude Oil
Quantity	152094MT		
Berth:	FPSO OSX-3		
Draft Restriction:	NA, OFFSHORE		
Berth:	ANCHORAGE		
Draft Restriction:	NA		
ETD Berth	ETD Pilot Stn	Zone Time:	ETA Pilots: (Date/Time)
1JAN15 06:34	01JAN15 10:00	GMT -2	13-Jan-2015 07:00LT
		Zone Time:	GMT -4

Distance Berth to Berth (NM):	3472.5 nm	
Berth To Pilot (NM):	Pilot To Pilot (NM):	Pilot To Berth (NM):
1.5 Nm	3,471.0 Nm	NA

Steaming Times (Pilot To Pilot)					
@	12.0	Knots	12.05	Days	ETA (LT): 1/13/2015 8:00
@	12.5	Knots	11.57	Days	ETA (LT): 1/12/2015 20:30
@	13.0	Knots	11.13	Days	ETA (LT): 1/12/2015 9:40

Bunkers			
Vessels on repeated short voyages (e.g. shuttle tankers, STS vessels) working with a separate bunker management plan need not complete this section.			
	Fuel Oil	Diesel Oil	
Bunkers Required For Voyage:	750 MT	0	MT
Bunkers Rob On Departure:	1360 MT	45.5	MT

DEPARTURE PORT				ARRIVAL PORT			
Draft:				Draft:			
Fwd	16.75	Mtrs		Fwd	16.75	Mtrs	
Aft	16.75	Mtrs		Aft	16.75	Mtrs	
Mid	16.75	Mtrs		Mid	16.75	Mtrs	
Airdraft	33.86	Mtrs		Airdraft	33.86	Mtrs	
Max draft	16.75	Mtrs		Max draft	16.75	Mtrs	
Est Squat	2.60@12.5 KTS	Mtrs		Est Squat	1.67 @10KTS	Mtrs	
Density	1.025			Density	1.025		
Min UKC	>50MTRS	Mtrs		Min UKC	7.58	Mtrs	
Min Fairway Depth	OFFS SHORE	Mtrs		Min Fairway Depth	26.00	Mtrs	
Actual Air Draft	31.26	Mtrs		Actual Air Draft	32.19	Mtrs	
Tides	Time (LT)	Height		Time (LT)	Height		
H	OFF SHORE	NA		09:00	0.6		
L	OFF SHORE	NA		12:02	0.5		
H	OFF SHORE	NA		NA	NA		
L	OFF SHORE	NA		21:04	0.4		

Load Line Zone:	Tropical	Load Line Zone:	Tropical
Sunrise Time	05:04 LT	Sunrise Time	06:37LT
Sunset Time	18:24LT	Sunset Time	17:46LT
Pilot Disembarkation Position: CLEAR OF FPSO OSX-3, APPROX 1.5 NM SOUTH OF FPSO, AS ADVISED BY MOORING MASTER		Pilot Embarkation Position: BUNKERING PORT, PILOTS NOT REQUIRED, ON ARRIVAL ESTABLISH CONTACT WITH ST EUSTATIUS PORT CONTROL AND REQUEST FOR SUITABLE ANCHORING POSITION.	
Initial Course from Pilot station:	320	Final Course to Pilot station:	000
Pilot Station / boat:	VHF 16/09	Pilot Station / boat:	VHF 16/09
Terminal	VHF 09/72	Terminal	VHF 16/09
VTS:	VHF NA	VTS:	VHF 16/14
Local coastguard:	VHF Ch 16	Local coastguard:	VHF Ch 16
Other:	none	Other:	none
Reporting points:		1st Pilot Notification:	72,48& 24h prior Arrival
		Reporting points:	
As advised by the Mooring Master, communication with FPSO in Local Language, hence All the communication is done via Mooring master.		VESSEL SHOULD CONTACT STATIA TERMINALS 4 HRS OFF PORT, ON CH 09 TO CONFIRM ANCHORING INSTRUCTIONS	
		VTS Info:	Vsl should establish contact on VHF ch 09 4h prior to arrival for anchoring instructions.
Security level and notes:		Security level and notes:	
MARSEC Level 1		MARSEC Level 1	
Approach notes: (attach separately if necessary)		Approach notes: (attach separately if necessary)	
Upon casting off, vessel shall fall astern using combined forces of ME and tug escort, to keep the vessel well clear from FPSO to avoid any forward drift. Clearing the FPSO approx 1.5nm, let go the Tug. Pilot will disembark at this point where the vessel shall commence her sea passage.		APPROACHES: Except for Saba bank approx 10nm W of the island, the waters in the vicinity of StEustatius are generally clear of obstructions. However vessels are advised to read the cautionary notices on the chart regarding the existence of shoal patches. ANCHORAGE: Orange bay provides a good anchorage for ships. The 20m depth contour runs approx 0.2-0.5nm off and along the coast. Most ships anchor between 20 and 30m contour which is around 0.4-0.6nm from the shore. The Anchorage has sand and coral bottom provides very good holding ground	
Bridge Manning/ ER Status: WC- 4 ER Manned / ME SBE		Bridge Manning/ ER Status: WC- 3 / P ER Manned / ME SBE	
Anchorage area:		Anchorage area:	
Anchorage NOT ADVISABLE due to depth.		0.4-0.6 nm from shore Approx posn 17-28.7N 063 01.0 W. Nature of Bottom Sand and Coral	
Emergency anchorage area:		Emergency anchorage area:	
Anchorage NOT ADVISABLE due to depth.		NA	
Remarks and Restrictions (eg. Limiting Air Draft): *Attach additional pages if required			
NO LIMITING AIR DRAFT OR RESTRICTIONS		NO LIMITING AIR DRAFT OR RESTRICTIONS	

Other Information (berth to berth)			
Charts in use:			
DEPARTURE	SEA PASSAGE	ARRIVAL	
BA3971	BA3971,BA3972,BA521,BA529,BA528,BA3978,BA3979,BA3955,BA520,BA517,BA1043,BA596,BA1042,BA1025,BA584,BA487. T&P's applied on BA3971,BA529,BA528,BA520,BA517,BA596,BA1042	BA487	
Publications in use:			
DEPARTURE	SEA PASSAGE	ARRIVAL	
Sailing Direction - NP 5 ALRS Vol 1(2) - ALRS Vol 3(2) - ALRS Vol 6(7) - Mariner's Handbook, Pilotage, BTM Practical guide Fairplay Ports & Terminals guide(Digital) ATT Digital, Polaris	Sailing Direction - NP 5 & 71 ALRS Vol 1(2) - ALRS Vol 3(2) - ALRS Vol 6(7) - Mariner's Handbook, Pilotage, BTM Practical guide Fairplay Ports & Terminals guide(Digital) ATT Digital, Polaris,	Sailing Direction - NP 71 ALRS Vol 1(2) - ALRS Vol 3(2) - ALRS Vol 6(7) - Mariner's Handbook, Pilotage, BTM Practical guide Fairplay Ports & Terminals guide(Digital) ATT Digital, Polaris,	
All voyage charts and publications have been corrected up to NTM Week No:			
BA:	01/15 further NTM to be corrected during voyage	US:	52/14. Not required for the Voyage.Further NTM to be corrected during voyage
Additional general comments and notes for the voyage: (refer to attached Waypoint and Restricted Waters Summary)			
Weather/Tides/Currents/Routing:			
1)	Weather routing advice service by WNI, BRIDGE to be updated at end of each watch		
2)	WINDS:The SE trade winds forms the oceanic anticyclone, which is centered in 20S to 28S		
3)	swell : 0S to 20S, Slight to moderate swell, rarely heavy from SE in the E part of the Zone and SE to E in the W		
	CURRENTS: Brazilian currents extends S to the lat of Rio De La Plata where interaction with cold FAKLAND currents		
	South Atlantic Current: Approaching the Brazil coast near Recife the current diverges, the N part continuing WNW		
	Caribbean Sea and the S part turning as Warm Brazilian currents. Lat at which it occurs is approx. 8S to 12S.		
	Equatorial Currents: Sets W to the N of the sub-tropical which circulates water in the counter clock wise direction towards		
	South America in the West.		
Hazards/Emergency Procedures/Contingency Plan:			
1)	Navigate with caution, presence of fishing traffic, merchant vessels, offshore installations, shallow patches & strong		
2)	Observe COLREG.		
3)	Follow up all courses as laid down as far as safe practicable.		
4)	In the event of an emergency, follow up regulatory procedures and as per company's policy / regulations.		
5)	Emergency anchorages, Abort points, Area of caution, Safety margins & No Go areas and other relevant info such as		
	Speed alterations, as marked on voyage relevant charts.		
Reporting areas (AMVER, AUSREP, USCG Notification, ECAREG, etc.):			
AMVER, SISTRAM			
Master's Instructions (When to Call/Caution/Special Instructions) : Also see any prepared Restricted Water Summary			
1)	Master's standing & night orders to be adhered at all times. OOW to comply with any instruction or requirement marked		
	voyage charts, such as Call Master on arrival or notifying entering/leaving HRA		
2)	Master is available at all times. Do not hesitate to call Master any time if any concern or any Bridge equipment or Engine		
	breakdown.Better call well in advance than too late.		
3)	Watch condition to be adjusted as deemed necessary.		
4)	Gyro error to be obtained once per watch, weather conditions permitting. Sights to be taken as per Wx conditions		

Position Fixing Schedule		
Vessel's location	Position fixing method to use	Frequency of fix
Coastal and inland waterways	Radar and visual positions as available supplemented by GPS	As required to prevent vessel running into danger, not exceeding 30 minute intervals
Restricted passages		
Open sea	Celestial as available + GPS	Plot and log ships position every hour

Restricted Water Transits (Details are available separately)				
Nos	Location	ETA (LT)	Waypoints From - To	Remarks
1	VITORIA OPL	02-JAN-2015 06:00LT	WP6	MINIMUM DEPTH 27 MTRS
2	ST EUSTATIUS ANCHORAGE	12-JAN-2015 10:00LT	WP-15 TO WP16	MINIMUM DEPTH
3				AT ANCHOARGE 26 MTRS
4				
5				
6				
7				
8				
9				
10				

Marine Environmental Protection Measures (Impacting MARPOL Annex I, IV, V or VI, PSSA, Ballast water, etc)	
1)	Vessel to strictly comply with all Company and local regulations regarding environmental protection measures Refer to Polaris, NN's and Garbage Management Plan for further info
2)	Zero dumping policy. Vessel enters MARPOL Special Area Caribbean Sea after WP 12 , Comply with regulations

Note: Closely monitor execution of the passage plan and amend it if any way points are changed (e.g. vessel proceeding to anchorage instead of picking up pilot) and make appropriate deck log book entries. Vessel's position must be verified regularly.

	Rank	Name	Signature
Navigating Officer:	2nd Officer	PRAVEEN K.DASARI	
Bridge Watch Officer:	2nd Officer	PEREZ, IVAN	
Bridge Watch Officer:	3rd Officer	ANGAT SINGH	
Bridge Watch Officer:			
Chief Officer:		Andrzej Mucha	
Master:		Vinay Akolkar	

Refer to the following documents for further information:

- Passage Planning (SP0237)
- Bridge Management (SP0412)

File this Form in Navigation Officer Binder #3 and retain for 3 years

Note: This form has macros and may be blocked by some email systems. If attaching to an email, convert to PDF before sending.